Westlake Avenue North Corridor Workgroup
February 5, 2007
5:30 - 8:00 pm
South Lake Union Armory, 860 Terry Avenue N., Room 127-C

<u>Meeting 4 Summary</u>

Members Present	Phil Bannon
	Ann Bassetti
	Robert Gerrish
	Tim Hesterberg
	Cameron Strong
	Bill Wehrenberg
	Bill Wiginton
	Stan Waldrop
	Tim Zamberlin
Members Absent:	Jim Codling
	Lynne Reister
	Lloyd Shugart
	Don Stonehill
SDOT Attendees:	Marty Curry (consultant)
	Bill Timmer (consultant)
	Mike Estey
	Tracy Krawczyk
	Sue Partridge

<u>Questionnaires</u>
The meeting began with an update on the progress of questionnaire distribution and receipt. Participating Workgroup members had completed or were in the process of distributing them to area businesses and residences. SDOT had received a few by fax and mail.

<u>Walking Tour</u>
The Workgroup and SDOT staff discussed details for the walking tour scheduled for Friday, February 16 from 10 a.m. until 2 p.m. The purpose of the tour is to better familiarize SDOT staff with the intricate workings of the corridor. Detailed logistics will be sent to all walking tour participants by separate e-mail.

<u>Restricted Parking Zones (RPZ)</u>
Mike Estey gave a presentation on the use of RPZs (a residential parking zone is one type of restricted parking zone). He handed out a description of the requirements and process to get an RPZ permit, and noted that the City Traffic Engineer has the authority to bypass some of the steps in the process at his or her discretion. SDOT has recently received the authority to combine RPZs with paid parking, where RPZ permit holders do not have to pay, but other users do.

Mr. Estey went on to discuss the City Attorney's interpretation of both City and State law limiting uses in the public right-of-way. A government entity may restrict parking areas to classes of *vehicles* (e.g. buses, taxis, delivery trucks) but not to classes of *individuals* (e.g., employees, marina users). Allowing restricted zones for residents in or near congested commercial or industrial areas is the only exception and is based on a 1977 federal Supreme Court decision that declared the practice allowable to meet certain "social and environmental objectives".

Parking Technologies
Bill Timmer discussed the two types of pay station technologies—pay-and-display and pay-by-space—and the advantages and limitations of each. (Attachment 1) Pay-and-display is the technology currently used for all of the pay stations in the City. It requires purchasing a receipt at the pay station, then going back to the vehicle to display it on the window. Its main advantage is that it is portable and allows the car to be parked at any controlled parking space for the period of the receipt's validity.

Pay-by-space is the technology used in many of the private surface lots in the City. It requires parking in a numbered space, then purchasing time for that space at the pay station. The user does not need to return to the vehicle to display a receipt, although a receipt is dispensed for records purposes. Since the parking fee covers a specific space it is not portable, and once the vehicle leaves the space any remaining time is lost.

Discussion of Information Received
Marty Curry led a discussion on the information that had been presented at the previous two meetings by SDOT staff and consultants, Seattle Police Department and the Department of Planning and Development. The discussion focused on the implications of all the various pieces of information to development of a parking management plan for Westlake Avenue North.

Planning Ahead
For the remainder of the meeting, the discussion centered on the format and presentation of the final product—the Workgroup members' recommendations to the City Traffic Engineer for managing the parking along Westlake Avenue North. Members suggested dividing into sub-groups with each one taking on a geographic area of the corridor. No definite conclusions were drawn as to format or authorship, but members agreed to decide among themselves how to approach the work ahead and how to involve SDOT.

Attachment:
1. Paid Parking Technology Options

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<u>Westlake Avenue North – Paid Parking Technology Options</u>

<u>Parking Technology</u>	<u>Features</u>	<u>Benefits</u>
Pay-and-display	Purchase process generates a receipt	Un-expired time provides in-out privileges
	Receipt displays parking expiration time	Portability of un-expired time
	Receipt must be posted in vehicle window	
	Enforcement checks expiration time	
	Unexpired time can be used in another space of equal or lower priced parking rate	
Pay-by-space	Purchase process requires space number	Don't need to return to the vehicle to post receipt
	Purchase process generates a receipt	Expiration time is not visible to public
	Receipt displays space number and valid parking time window	
	Receipt does not have to be displayed in vehicle window (no return to vehicle)	
	Enforcement checks central computer for real-time space expiration data	
	Purchased time is only good for the space number entered during the purchase process	